

Journal of Management Education 30(6)

**A PEACEFUL INSURRECTION IN
BRAZIL.**

November 24th

The Brazilian Navy seized the Dockyard Arsenal and demanded the resignation Marshal Deodoro da Fonseca (chief of the Provisional Government), who quietly resigned power into the hands of the Vice-President.

<i>Paillaurus</i>	19	"	Singapore, and
<i>Hailan</i>	19	"	Swatow, etc.
<i>Dora Foster</i>	19	"	Kuching, etc.
<i>C. Hoch Klan</i>	19	"	Amoy.
Aggregating 18,414 tons, register.			

voices "It's outrageous!". It was a gross exercise of authority which was at one time many years ago, necessary, but now-a-days such severity was as unfair to officers as it was an insult to members of the profession generally. To put it in a nutshell the law was inhumane and utterly unsuited to the times and the present status of the British Merchant Service (C)

carried manfully, directing the Secretary to approach the Government; without delay, and in view to the adoption by Government of measures calculated to render, at the repetition of *The Spark, Greyhound* and *Namag* trading an impossibility; as regards vessels sailing from Hongkong.

THE LOAD-LINE QUESTION.

It being generally admitted by members of the profession that the interests of the owners and their officers are more or less identical, it stands to reason that officers can but view with some degree of alarm the operation of the new load-line regulations, for the reason that it appears to virtually handicap the British shipowner. If German and other foreign vessels can load deeper than British ships and can carry, as it is alleged they do very often, less officers than British ships, then it is plain that the German or other foreign owner can afford to carry fewer for less than his British competitor; and that, too, in respect to vessels trading out of British colonial ports. Of course, it is not our duty to take steps in this connection, however anxious we may be for the welfare of our owners, but as a body of officers in alliance with other traders' associations we can, and are) justified, in expressing

hatched in *favor* to the American and is cordial in the end. The competition, however, will be maintained with vigor, and it will force the question whether some other system of transportation and delivering the oil, different from that now existing, will not have to be adopted in order to overcome the disadvantage of being at so great a distance from this Eastern market. This Eastern petroleum trade is one of the most important in our list of exports. It not only takes a very great part of one of our products, but gives employment to a large number of our deep water vessels. It is, as I thought, some little time ago, when this trade first made their appearance in this trade, that they would soon have a monopoly of it, but this advance toward that point has not been perceptible, despite the fact that the over-building of tramp steamers has driven this class of vessels into accepting almost any terms and forcing their way into the most unpropitious trades in order to obtain freight. This simply helps to illustrate the fact that in our time long voyage trading, especially in the carriage of staple goods like petroleum, the sailing vessel will remain the chief carrier owing to its greater cheapness. Questions of this sort are not generally so necessary and

...into the hands of the Vice-President.

and utterly unsuited to the times and the present status of the British Merchant Service (London)

kong. We are glad to hear it. We take a deep interest in you. We have

inspected the existing institution several times, and were so deeply interested that

A certain amount of warehouse expenses are saved by this slower but just as certain method of carriage. The number of vessels engaged in this trade in 1890 was 356, of which 24 were steamers, 23 British and 1 German. This leaves a little over ninety per cent. of the trade to sailing vessels. The British, as usual, carry off most of this business, representing 156 out of 310 whole, while our own people make a bad second with only 63 vessels. The Italians come next on the list with 24 vessels, the remainder being represented by 5 German, 5 Dutch, 1 Norwegian, 1 Austrian, and 1 Hawaiian. This is not a brave showing for our own vessel interest, but the signs of the times are more favorable for it than for years past, and it is among the possibilities that the bulk of American petroleum for export may yet be carried in American bottoms.

—N. Y. Maritime Register.

TURPENTINE'S MANY USES.

Turpentine is an article so widely used in the arts and so easily obtained that its virtues as a domestic remedy have, in a great measure, been overlooked.

In the early stages of croup or almost any throat or chest trouble it is well-nigh a specific. The writer has seen the most obstinate cough disappear after its use, as follows: Rub the chest and throat until the skin is red, then take a piece of flannel or cotton batting over the chest moistened with a few drops of the oil, and inhale the vapor. By rubbing on sweet oil irritation of the skin may be avoided.

For burns it is invaluable, applied either with a rag or in a salve. The pain vanishes, and healthy granulation soon begins. Its use is at first attended with considerable smarting, but the permanent good more than compensates for it.

Turpentine in which is dissolved as much camphor as it will take up is pre-eminently the dressing for lacerations, bruises and cuts. Its antiseptic action is equal to that of carbolic acid, it speedsily stops the bleeding (Hunter says, "It is the best, if not the only true styptic," always the pain and hastens the process of healing. Few, if any, ulcers long resist its continued application.

As a liniment turpentine, with equal parts of iodoform, camphor and chloroform, is unsurpassed. Sprains, rheumatic pains, bruises, and sometimes even neuralgia, yield to its magic influence.

As an Inhalation turpentine has proved of great service in bronchitis, pneumonia, pleurisy and other throat and lung affections. If you have a cough sprinkle a little on a handkerchief and hold it to your mouth and nose for a few minutes, breathe in the vapor, and note the relief. Internally, turpentine has enjoyed for a century the reputation of being a specific for scalds. Its mode of operation is unknown, but that it cures stands as a proof of its virtue. Ten drops three times a day in sweetened water is the dose.

As a remedy for that ache of childhood, worms, it is well known. A teaspoonful given in a half glass of sweetened milk, followed in an hour or two by a full dose of castor oil, seldom fails. The practice of our grandmothers in giving it to us on sugar, for coughs and sore-throat, was based on common sense.

A bath in half pint of turpentine and two pounds of sal soda in an ordinary bath tub, three-quarters full of water, at 100° Fahrenheit, will cure the itch when other remedies fail. Three or four baths, one daily, are usually sufficient.

Cotton soaked in olive oil and turpentine and put in the ear often stops earache of the most painful kind.

In the hands of the physician turpentine is of great value in typhoid fever, and of late is used in yellow fever with great success. And last, it is a sure antidote for phosphorus, such as children often swallow when they lurch on match heads. Five or ten drops floated on water should be given every hour till the danger is past. No oily or mucilaginous substance should be taken. If the stomach is unable to retain it, it may be given as an enema in double the quantity.

ETIQUETTE OF A WHITE HOUSE DINNER.

The arrangement of the table at the official residence of the President of the United States, according to a writer in the Washington Star, is with floral decoration on the plateau in the center with confections and cakes and ornamental pieces. At each place are the glasses for water and four or five wines, three for each guest, and a small card with the name of the lady who will accompany to the state dining-hall. His own lady remains with him until her escort appears.

All the guests having arrived, at the appointed hour the steward announces that the dinner is in readiness. The President, with his first lady, guest, leads the way to the state dining-room, followed by the remaining guests. The presiding lady escorted by the principal gentleman, closes the line. The Marine Band meanwhile performs a suitable march.

In the dining-room the guests find their places and take the seats assigned to them by the place cards, which correspond in location with the diagram handed them upon entering the East Room.

There are four services at state dinners. The dishes, in their order, are served on silver platters by waiters, the guests helping themselves. The chief waiter serves the President first and then proceeds toward the right and the second waiter toward the left. The same course is observed on the opposite side of the table, beginning with the presiding lady. No one is ever served twice. The places of one course are removed as soon as each guest is satisfied, and the plates for the next are put in its place.

At the close of the dinner, which lasts about three hours, it has been the custom of late years for the gentlemen to leave the table with the ladies, and not return. The custom during the earlier administrations was for the ladies to have their coffee served in the drawing-room and for the gentlemen to return to drink a single glass of wine to the health of the President. Gentlemen wishing to enjoy a cigar retire during the coffee to the corridor at the foot of the private staircase, but join the ladies when the presiding lady makes the motion to retire. After one promenade through the suite of parlors the gentlemen surrender their ladies to the gentlemen with whom they came, and with their own ladies take leave of the President and his lady. They should receive their wrappings and leave the building quietly and promptly. The last of the guests should have retired within thirty minutes after leaving the table.

BIG VESSELS OF THE ANCIENTS.

We moderns, says the *Maritime Register*, are justly proud of the wonderful and magnificent specimens of naval architecture that crowd the great ports of the world. If there is anything new under the sun, a first-class ocean steamer, it is believed, is that rarely. In our concept we recall only the galleys and triremes of the ancients, that scarce ever ventured beyond the coast line, and the small barks in which Columbus and those that followed him conquered the new world, and gave commerce its greatest field. But the ancients built many goodly-sized craft, and made luxury a study on some of them.

That much controverted craft, the Ark, is an example of bigness. Her tonnage is estimated at about 15,000 tons, smaller, it is true, than that of the *Great Eastern*. No less an authority than Lindsay thinks that she was simply a raft of stupendous size, having upon it a structure resembling a huge warehouse. As no means of propulsion were necessary this description may be correct. The cargo, however, was unique, and probably the largest and most valuable ever carried.

The description of the Ark, as given in the Scriptures, makes the vessel about 450 feet in length, 75 feet in breadth and 45 feet in depth—proportions similar to those in use to-day for great vessels. But as the agnostic is not sure that this lifeboat of the human race ever existed, and as the materialists see the never-ending built, let us take for example of big ancient vessels some other craft vouched for upon the authority of profane and not sacred writers.

The Egyptians, fond of large things and big dimensions, made the big tonnage vessels of ancient times. Ptolemy (Philopater) would have appreciated the *Great Eastern*. He was fond of building big boats. One of these is said to have been 420 feet long, 57 feet broad and 72 feet deep from the highest point of stern. This vessel had four masts, or what some would call steering oars, as they were not fastened, each 45 feet long. She carried 4000 rowers, besides 3000 marines, a large body of servants under her deck, and stores and provisions for her crew. Her crew were 17 feet long, and the handles were weighted with lead. There were 2000 rowers on a side, and it is supposed that these were divided into five banks. That this extraordinary vessel ever put to sea is doubted, but that she was launched and used at times, if only for display, several historians are agreed.

Another "ship," the *Thalamega*, built for one of the Ptolemies, is said to have been 300 feet long, 40 feet broad and 60 feet deep. This was as far more magnificent vessel than any previous one. An Alexandrian historian, in describing her, speaks of her having colonnades, marble stairs and gardens. Another great vessel, historical by reason of its size, is one built by Hiero, King of Syracuse. Her dimensions are estimated to be large from the description of her cargo and the number of her decks and houses. She is supposed to have been sheathed with lead, and accomplished at least one successful trip. A full description of her would read somewhat like that of a Long Island Sound or Hudson river steambot.

She had three entrances, the lowest leading to the hull, the second to the eating rooms and the third was appropriated to the soldiers. There were thirty rooms, each having four couches, for the soldiers; there were fifteen couches in the saloon; super-room, and there were three more cabins, each having three couches. The floors of all these rooms were laid in stone mosaic work. There was also a temple of cypress, inlaid with ivory, and dedicated to Venus. The mainmast was composed of a single tree, and the vessel carried four wooden and eight iron anchors.

As a freight carrier she would rival the largest of our ocean tramps. It is recorded that one or two of the launches belonging to her would carry about eighty tons. This vessel is said to have carried 600,000 measures of corn, 10,000 jars of Sicilian salt fish, 20,000 talents weight of wool, and other cargo 20,000 talents, all of which was in addition to the provisions required for the crew. These are the notable big vessels of ancient times, but the supposition is that as rulers, whether king or people, were as emulous in those days as these, other big craft were also built. From the foregoing description the thought is suggested that the first designers of our own river steamboats may have heard of the Egyptian and Syracusan vessels and taken a hint from them in building floating palaces.

DRUNKENNESS A DISEASE.

Why do some men and women become drunkards while the majority of their compatriots, though also non-temperance, do not? Dr. Norman Kerr in *Short Cuts*. No one starts with the design of graduating in drunkenness, but a minority fall in their efforts at moderation. Many of the failures were conspicuous for their talents, their accomplishments, their energy, their usefulness and the nobility of their aspirations. In their non-alcoholic intervals not a few nobles are men and women of refinement and culture, temperance advocates and Christian workers.

The only possibly philosophical and scientific reply is that some individuals have, from whatever conditions, either a tendency to inebriate excess or a defective power of control and resistance. Environment, such as temptations arising out of a social custom or a profession of places where liquor can be obtained, also contributes to the development of the drunken manifestations. A bout of intoxication is no more the disease of inebriety than an act of violence is the disease of insanity. I have ventured to define inebriety as a disease of the nervous system allied to insanity, characterized by a very strong impulse to or craving for intoxication. It is not a dipsos (thirst) mania.

Many inebriates are never thirsty unless their "coppers are hot" after a debauch, and others hate the liquor which they cannot abstain from. Inebriety is really a "tipsy mania," or, as I have proposed to designate it, a torpor narcomania—a madness for intoxication by alcohol or opium or any other intoxicant. This malady may be constant, periodical or accidental. In the accidental form there is no symptom of confirmed disease. The individual never transgresses except on some extraordinary occasion, such as a wedding or a funeral or a parliamentary election.

In the excitement and joviality of the moment his spirits are too absorbed and buoyant to allow him to think of how much he has taken; and without the slightest idea of anything of the kind, he simply glides, unknowingly and quite by accident, into excess, manifest to others at the time, but not discernible by himself till next morning. "Once bitten twice shy," and very often he is never caught a second time. The periodical inebriate, though between whiffs as sober as a judge, is the subject of morbid physical disorder, which may occur either at stated or irregular intervals.

Inebriety is a disease. Let us treat it as we would any other disease. Let us treat them as sick persons. Let us establish hospitals for the treatment of the poorest victims of this dire and fatal disease. Let us enact measures for the compulsory reception and detention for curative purposes of all inebriates, whatever their worldly circumstances, whose will power has been so broken down by drink that they are unable themselves to strike a blow for freedom.

THE TRAGEDY OF THE TEMPLE THEATRE.

He had made a discovery. He stumbled upon it by accident. They were making some repairs to the stage during the summer vacation, and he found in the cellar underneath it a heavy iron trap door. It was rusty; had evidently been unused for years. The iron ring by which it was lifted was rusted down to the surface of the door, so that he had to scrape the rust away and then try to pry it up with a bar to get it loose. But he finally succeeded. And then it took all his patience and his strength to lift the door. By dint of perseverance working with the bar, first this side and then that, and at last putting the bar through the ring and pulling with all his might with both hands, he felt that he was lifting the door. Carefully bracing himself, he gave a final wrench, and succeeded in throwing it open. The damp and musty odor that rushed out nearly overpowered him. He gazed down into a black and seemingly bottomless pit. Far, far beneath him he could hear the flowing of water, but it was with a dim, faint, uncertain sound. He picked up a stone from among the rubbish of the cellar and threw it down. He heard it strike the sides occasionally, but no final thud or splash. Slowly he closed the iron door again, strewed some rubbish over it, and came up on the stage.

He was the manager of the old Temple Theatre. Had been for some years. Had been successful in his management, and had acquired a tidy little fortune. He was a kindly old man, and he had a specially steady patronage of his best citizens. He had slowly gathered together a stock company that suited him. A number of them had been with him for several successive seasons. He laid out a regular programme for each year, from which he seldom deviated. During the autumn fall and winter he presented the modern comedies and melodramas, striving always to secure the best, and of late years good fortune had followed him, and he made more successes than failures. In the spring, it was his annual custom to present one or more of the old comedies, in a specially attractive manner, and in the early summer he gave a season of comic opera, some of his company forming the nucleus of the opera company, to which a few principals and a chorus were added. This made a long and a busy season. He was a busy and a successful manager.

His wife was the leading lady. They had been married some years. She had come to him an untutored girl, and he had put her upon the stage and taught her her profession. She had a great deal of talent, was an apt pupil, and soon became his leading lady. While he taught her he learned to love her, and soon after she became his leading lady he made her his wife. She was rarely beautiful, tall and stately with a delicate, pure white complexion, just tinged with pink flushes, and a wealth of glossy, raven black hair, which, when unloosed, fell far below her waist. She was particularly happy in the portrayal of such roles as *Dinorah*, *Portia*, *Miss Hardcastle*, and *Lady Teazle*. She was the apple of her husband's eye, the pride of his heart. So far no children had blessed their union, but they were not old, everything in good time.

This season a change had been necessitated by the departure of his leading man to take the road as a "star." He hated to part with him, and his leading man was sorry to leave; but the tempting offer from another manager, and the chance to achieve a name and fortune for himself as a star were not to be thrown away, and with mutual regrets the parting took place. The new leading man came from another city, well recommended, as his fame had preceded him to some extent, but unknown here. But he proved to be a great actor. He was the right man in the right place. He seemed to inspire the company, and the company him. Never before had the Shakespearean and old comedy pictures seemed so complete. Never before had the manager's wife had a leading man so thoroughly *en rapport* with herself. The manager was delighted, his company pleased, his audience enthusiastic.

But all at once it seemed to him, the manager noticed that a change had come over his wife; that she was subdued, gloomy, and distrustful in her manner while at home, and that she was feverishly impatient to get to the theatre as soon as it was time; that she was nervously impatient during all her time upon the stage, and growing more brilliant in her impersonations every day. Yet, withal, it came to him that she was, also, growing more self-conscious with him.

He had been a fond and trusting husband. She had been a true and loving wife. Not a cloud had darkened the clear sunshine of their happiness. They were mutually proud of each other's abilities and attainments. It seemed a perfect business and domestic partnership. It had been, to be sure, he was young and the elder, but he was well preserved and a vigorous man for his years, and she was very sedate and thoughtful for a young woman. Everyone called it a perfect match. And so it had been, apparently.

But the all too frequently told story was to be told again. Her husband was not of a jealous disposition, and the most unsuspicious of men. The whole matter progressed to a *dénouement*, unconsciously, as such things almost always do. She was hardly aware that her feelings had been so much affected; but she had realized that she did not still love him, and she never had with her whole heart. All that she knew now was that her whole life and soul and being seemed to be going out to this one. The tendrils of her heart blossomed and thrived in the light of his look.

And he—this stranger in the earthly paradise—to do him justice, he strove against the infatuation that was weaving its fetters about him more and more tightly. But, in spite of himself, his passion became too strong for him—overmastered him. He ought to have fled from this temptation, of course, before it was too late. But he did not fully realize it until it was too late. And then it is always easier to talk about running away from one's business, one's bread and butter, one's success in life, than it is to do it. It is easy enough to read and write about being heroic, and doing the right thing at the right time, but it is not so easy in practice. And before he knew it his life with her on the stage became his only life; his other life seemed an empty, unreal dream; he looked forward to his three hours with her on the stage as to his only happiness. He longed for it as only a lover can. He was in his life's hope. It was inevitably followed by despair in the morning, by remorseful wretchedness of his conscience. But still he yielded, and the passion of Romeo and Juliet became their own.

The unexpected happened as it almost always does, and—as it always does—in an unforeseen manner. Weary and tired of the continued and terrible conflict between love and duty, passion and principle (who shall ever on this earth solve the everlasting problem of affinities?), she, at last, made the first advances and proposed flight. He, the fool's paradise in which she was living, utterly unsuspecting, with the hideous mockery of his life, he was living with her husband, she determined to do it. He finally consented. They arranged that he was to take place after the performance on Saturday evening. The play in which they were at present appearing was of the comic variety, and his part was not the complement of

here, as was almost always the case; as a consequence his work ended at the close of third act, while she was on until the *finis* of the play. So it was arranged that he was to have everything in readiness outside, and she was to join him immediately the performance was over.

I have said the manager was not a jealous man, and of an unassuming nature. But I have also said that he had noticed that his wife had changed. He was not an inquisitive man. A man of few words. His was one of those quiet natures that ponder long and deeply, that quiescent with itself; that is careful to pick the beam out of its own eye before it searches for the mote in the eye of others. But such introspective natures wear upon themselves. They have not the elasticity of those who wear their heart upon their sleeve. When trouble comes to them like a canker it eats their heart out, and corrodes their soul before they know it themselves. He discovered their secret some time before the crisis occurred. He refused to believe it for a long time. He wrestled with the agony of a long while, while they were fighting with the fever of their desire. He began to live within himself until he became a monomaniac, yet his outward life, to all appearances, remained the same. He never realized how much he loved his wife until he felt her slipping from him. His wife never mistrusted that he had discovered their secret love. He brooded upon it until he led a double life as well as they.

The dressing-rooms of the theatre were under the stage, those of the men upon one side, those of the women upon the other. Stairways led from each side of the stage to them. During the second act of the present play there the leading man and woman were to appear on stage. This opportunity had been taken, advantage of by the lovers for sweet stolen interviews. And they took up their position in the dim mid distance, as it happened, directly over the old trap, of which no one knew the existence except the manager.

After he discovered their secret, he watched and waited, and overheard many of their secret interviews without their being aware of his presence, from a quiet covey of vantage which he had secured. He heard them make their arrangements for final flight, and then, with devilish cunning he laid his plans. He fixed the old trap with a secret spring so that it could be dropped down.

The fateful Saturday night came. It was the last night of the regular season. The house was crowded. The first act went with the usual good success. The second act was midway of its action, the low comedies and romances were in the height of their merriment, when a piercing shriek resounded through the whole auditorium, while above it rose a blood curdling demoniacal laugh. The audience rose to their feet, blanched and breathless. Those on the stage rushed below. The manager had pressed the spring. The lovers, locked in each other's arms, had been precipitated below into the pit! And seated on the ledge gazing down into the dark depths they found the manager—a ghastly maniac!

The Temple Theatre was never opened again. It was shortly afterwards torn down, and a business block erected on the site, and the old pit filled up. The manager was confined to the lunatic asylum, where he very shortly died, and his property was distributed among various charitable organizations. The bodies of the lovers, still locked in their last fond embrace, were washed ashore on the banks of the river, some miles below the town. The final tragedy of the Temple Theatre is recalled with a shudder.

A LONG-LETT WANT.

This is the age of inventions, not only in the line of mechanics, but in the direction of health-giving and life-saving devices and instrumentalities for securing comfort and convenience to those unfortunate people who are oppressed by ailments of body and mind. Brown-Sequard's elixir, Koch's lymph, bone and skin transplanting, and other marvels of medicine and surgery attest the vast amount of research which is being bestowed upon the problems of making sick people well and keeping those well who are in good health.

But there is one long-felt want which has not been filled, and to which the attention of the scientific world does not seem to have been directed, and that is the discovery or invention of something which will completely supplement natural sleep in giving the mind and brain perfect rest something which will act as a cut-off and allow the man or woman with overwrought nerves and excited brain to attain that condition of bliss described in the Irish song as "just thinking of nothing at all." They stuporously do not think of the bill at all. They sleep peacefully for the time being, but they are followed by a period of reaction which is often very exhausting; and indeed, if we may take De Quincey's word for it, there are stages of narcosis in which every mental string is tightened to its utmost tension, and when the brain is as fiercely active as a volcano in eruption. Alcoholic beverages are a lamentable failure, too, in this line, for they create a period of mental excitation which is followed by an era of depression worse than the condition which the sleep was intended to remedy.

What is needed is some appliance or device which shall act on the brain, such as an air pump acts on the air contained in a vessel. We need to be put into some kind of a machine and to be exhausted of thoughts, of ideas, of passions, of emotions, and even of will power. In other words, we want to produce by mechanical means "that state" which the Buddhists call *Nirvana*, or, in other words, to be temporarily and under our control, since otherwise it is no more, practically, than the sleep of death.

We do our bodies. We cannot rest our brains as we do our bodies. We cannot rest our muscles and sinews, our bones and joints, and even our organs, our nerves, may be rested by absolute quiet, but that which we call the mind or the brain goes on and on, sometimes wildly, more often foolishly, but still at work, as though possessed by a very demon of unrest. Even "tired nature's sweet restore," "balmy sleep," often fails to rest the brain, for dreams may come, and then we fight out battles over again and struggle anew with the problems and difficulties which have beset our waking hours.

There are possibilities in hypnosis, perhaps, which may aid us in our search for the Nirvana we seek. We know as yet only the Nirvana, and easily perceived phenomena of hypnosis, but it may be that as the science becomes developed and better understood it may be found to contain the much-needed relief. Our civilization is of such a character as to intensify the mentality of the race and to bring into terrible prominence the reflex action of the mind upon the body. While we attain culture and refinement we sacrifice the calm content which is characteristic of the savage, and which he shares with the brute, and which he cannot tread back to savagery, so the only thing for the salvation of the race is the discovery of a peaceful rest-cure for the mind. Whether hypnosis can supply it or not remains to be seen, but it is certain that unless some remedy be discovered a few more generations will see the civilized world either idiotic or idiotic. The bent "will break, and the overstrained mind and tired-out brain will refuse to perform their functions, and the other faculty or faculty must supersede."

—S. P. Chisholm.

CHRISTMAS PRESENTS. HONGKONG CONFECTIONERY. CHRISTMAS PRESENTS. TOYS, DOLLS, GAMES, ROCKING HORSES, MAIL CARTS, MUSICAL INSTRUMENTS, &c., &c. CADBURY'S CHOCOLATE CREAMS, TOM SMITH'S COSAQUES, BONBONS, &c. AT VERY MODERATE PRICES. HONGKONG TRADING Co., Ltd. Queen's Road & Duddell Street.

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FOR SALE. SADDLERY & STABLE REQUISITES. HARNESS, RIDING WHIPS, DRIVING WHIPS. SADDLE CLOTHS, WEIGHT CLOTHS, CLOTHING, SURCINGLES, BRIDLES, RACING REINS, STIRRUP LEATHERS, STIRRUP WEB, GIRTHS, BITS, &c. CURRY COMBS, NEAVE COMBS, HORSE, DANDY & SPOKE BRUSHES, BURNISHERS, CHAMOISE LEATHERS, HARNESS OIL, HARNESS COMPOSITION, HARNESS POLISH, SADDLE PASTE, BOOT-TOP FLUID, MELTONIAN CREAM, RIDING AND JOCKEY BOOTS, BOOT-TOPS. HONGKONG, 10th November, 1891.

Today's Advertisements. FOR KOBE (DIRECT). THE Steamship. Captain-Humphreys, will be despatched as above on SATURDAY, the 28th instant, at daylight. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 26th November, 1891. [1445]

Today's Advertisements. A REGULAR MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zealand Street, TO-MORROW, the 27th instant, at 8.30 for 9 P.M. precisely. [Hongkong, 26th November, 1891. [1448]

Today's Advertisements. A REGULAR MEETING of the above named Lodge will be held in the FREEMASONS' HALL, Zealand Street, on THURSDAY, the 27th December, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited. Hongkong, 26th November, 1891. [1447]

Today's Advertisements. U CHEUK TONG, has this day appointed J. C. CHEUNG, Manager of the above Company. U CHEUK TONG, General Manager. Hongkong, 26th November, 1891. [1449]

Today's Advertisements. DOUGLAS STEAM-SHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship. "HAILOONG." Captain Ports, will be despatched for the above Ports, on SUNDAY, the 29th instant, at daylight. For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 26th November, 1891. [1450]

Today's Advertisements. SPECIAL NOTICE. THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder Wharf, EVERY EVENING from 5.30 to 7.30 o'clock. PRICETEN CENTS. Copies ordered from the Office will be charged the usual rate—45 cents. Advertisers are reminded that the Hongkong Telegraph has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application. Hongkong, 14th October, 1891.

Today's Advertisements. ENGLISH CLERK seeks situation in Hongkong or elsewhere. Thorough shorthand writer in French and English languages, also good Spanish Correspondent. Expert typewriter. Considerable experience in Parisian and London firms. Good testimonials. Disengaged shortly. "STENO." Hongkong Telegraph Office. Hongkong, 14th November, 1891. [1450]

Today's Advertisements. CHINA FIRE-INSURANCE COMPANY, LIMITED. ADJUSTMENT OF BONUS FOR THE YEAR 1890. SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Bonus for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th instant will be made up by the Company, and no subsequent claims or alterations will be allowed. By Order of the Directors, JAS. B. COUGHTRIN, Secretary. Hongkong, 26th November, 1891. [1451]

Commercial.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank, 164 per cent. prem. sellers.
The National Bank of China, Ltd.—on £2.10 paid up, 75 per cent. dis. sales.
The National Bank of China, Ltd.—Founders' shares, \$235 per share, sellers.
The Bank of China, Japan & the Straits, Ltd.—\$137 per share, sellers.
The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$130 per share, sellers.
Chinese Imperial Loan of 1884, 10 per cent. premium, sellers.
Chinese Imperial Loan of 1884, 10 per cent. premium, buyers.
Chinese Imperial Loan of 1885, 14 per cent. premium, buyers.
Union Insurance Society of Canton—\$90 per share, buyers.
China Traders' Insurance Company—\$61 per share, sales and sellers.
North China Insurance—Tls. 255 per share, buyers.
Canton Insurance Company, Limited—\$106 per share, buyers.
Yangtze Insurance Association—\$100, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$317 per share, buyers.
China Fire Insurance Company—\$89 per share, buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$341 per share, sellers.
China and Macao Steam Ship Company—50 per share, sellers.
Indo-China Steam Navigation Company, Limited—271 per cent. discount, sellers.
Douglas Steamship Company—\$38 per share, sales and buyers.
The Steam Launch Co., Limited—nominal.
Hongkong and Whampoa Dock Company—\$82 per cent. premium, sales and buyers.
Geo. Fenwick & Co., Limited—\$14 per share, sellers.
Hongkong Hotel Company—\$60 per share, sellers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$301.
The Austin Arms Hotel and Building Company, Limited—\$7 per share, buyers.
The Peak Hotel and Trading Co., Limited—nominal.
The Shamceon Hotel Co., Limited—\$30, sellers.
Punjab and Sunghia Dux Samanin Miling Co.—\$24 per share, sellers.
The Raub Gold Mining Co., Limited—70 cents per share, sellers.
Imuris Mining Co., Limited—\$91 per share, sellers.
The Balmoral Gold Mining Co., Limited—\$1 per share, nominal.
Tongkin Coal Mining Co.—\$335 per share, sellers.
The Jelebu Mining and Trading Co., Limited—\$48 per share, buyers.
The Selatun Tin Mining Co., Limited—40 cents per share, sellers.
London and Pacific Petroleum Co., Ltd.—£12, sellers.
China Sugar Refining Company, Limited—\$178 per share, sellers.
Luen Sugar Refining Company, Limited—\$56 per share, sellers.
A. S. Watson & Co., Limited—\$191 per share, ex div. sellers.
Cruckshank & Co., Limited—nominal.
Hongkong Dairy Farm Co., Limited—\$7 per share, sellers.
The Kowloon Land Investment Co., Limited—\$10 per share, sellers.
The Hongkong Land Investment Co., Limited—\$75 per share, sellers.
The West Point Buildings Co., Limited—\$22 per share, buyers.
The Labuk Planting Co., Limited—\$9 per share, sellers.
The China-Borneo Co., Limited—\$10 per share, sellers.
H. G. Brown & Co., Limited—\$40 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—\$66 per share, sales and sellers.
Hongkong Rope Manufacturing Company, Limited—\$100 per share, buyers.
Hongkong Gas Company—\$120 per share, nominal.
Hongkong Ice Company—\$83 per share, sellers.
Hongkong and China Bakery Company, Limited—\$75 per share.
The Hongkong Brick and Cement Co., Limited—\$10 per share, nominal.
The Green Island Cement Co.—\$14 per share, sellers.
The Hongkong Electric Light Co., Limited—\$5 per share, sales and sellers.
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
The Hongkong High-Level Tramway Co., Limited—\$55 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T. 3/08.
Bank Bills, on demand, 3/11.
Bank Bills, at 4 months' sight, 3/11.
Credits at 4 months' sight, 3/11.
Documentary Bills, at 4 months' sight, 3/11.
ON PANAMA—Bank, T. T. 3/08.
Bank Bills, on demand, 3/11.
Bank Bills, at 4 months' sight, 3/11.
Credits at 4 months' sight, 3/11.
Documentary Bills, at 4 months' sight, 3/11.
ON SHANGHAI—Bank, T. T. 3/08.
Bank Bills, on demand, 3/11.
Bank Bills, at 4 months' sight, 3/11.
Credits at 4 months' sight, 3/11.
Documentary Bills, at 4 months' sight, 3/11.

EXPORT CARGOES.

Per *Empress of China*, str., for Vancouver, B.C.—5 cases opium, 24 bags sugar, 240 bags rice, 60 packages tea, 137 boxes oil, and 51 packages merchandise. For Victoria, B.C.—2 cases silk goods, 60 cases opium, 65 packages tea, 70 cases oil, 604 bags rice, and 1,153 packages merchandise. For Portland—500 bags sugar, 164 cases oil, 37 boxes tea, 1,283 bags rice, 2 packages silk, and 1,608 packages merchandise. For Astoria—100 bags rice, and 517 packages merchandise. For Seattle—400 bags oil, 1,153 bags sugar, and 387 packages merchandise. For Nanticoke—240 bags rice, and 160 packages merchandise. For Tacoma—1,232 bags sugar, 60 cases opium, 65 packages tea, and 2 packages merchandise. For New York—400 bags oil, and 250 packages merchandise. For Montreal—671 packages tea, and 160 packages merchandise. For New Westminster—20 cases oil, and 38 packages merchandise. For Vancouver—1,232 packages tea, and 2 packages merchandise. For Calgary—71 packages tea.

Per *Sachsen*, str., for Colombo.—10 cases fire crackers, 40 bundles matted, 4 cases matches, and 7 cases merchandise. For Sumatra.—30 boxes essential oil. For Bremen.—10 cases essential oil, 67 cases silk, 2 cases waste silk, 11 cases candles, 24 rolls matted, and 81 chests tea from Foochow. For Bremen/Hamburg.—10 cases bristles, and 50 cases preserves. For Amsterdam.—2 packages chinaware bamboo. For Rotterdam.—2 packages chinaware bamboo. For Genoa.—40 cases waste silk. For Antwerp.—115 cases cane, 35 packages chinaware, 6 cases hair, 47 packages fish, 40 cases bristles, 40 packages rattanware, 8 cases marmalade, 100 cases Manila, and 24 cases hemp from Manila. For Singapore.—81 packages deck cargo. For Hamburg.—717 bags feathers. For Stettin.—2 cases cigars from Manila.

MAILS EXPECTED.

THE GERMAN MAIL.
The Norddeutscher Lloyd Co.'s steamer *Prussia*, with the German mail of the 27th ultimo, left Singapore on the 21st instant, and may be expected here to-morrow.

THE AMERICAN MAIL.
The O. & C. S. S. Co.'s steamer *Oceanic*, with mails, &c., from San Francisco to the 2nd instant, left Yokohama on the 24th at daylight, and may be expected here on the 29th.

THE INDIAN MAIL.
The Indo-China S. N. Co.'s steamer *Calcutta*, from Calcutta, left Singapore on the 19th instant, and is expected here to-morrow.

THE CANADIAN MAIL.
The Canadian Pacific Steamship Co.'s steamer *Empress of Japan*, left Vancouver for Japan, Shanghai, and Hongkong on the 20th instant.

STEAMERS EXPECTED.

The Scottish Oriental Co.'s steamer *Phra Chom Klao* left Bangkok on the 19th instant, and is due here to-morrow.
The Navigazione Generale Italiana steamer *Biagna*, from Bombay, left Singapore on the 20th instant, and expected here to-morrow.
The 'Glen' line steamer *Glenlyon* left Singapore on the 23rd instant, and is due here on the 30th.
The 'Shire' line steamer *Monmouthshire* leaves Singapore on the 26th instant, and is due here on the 3rd proximo.
The China Shippers' Mutual S. M. Co.'s steamer *Ningchow*, from London and Liverpool, passed the Canal on the 9th instant.

Shipping.

ARRIVALS.
BOMBAY, British steamer, 2,047, G. Bason, 16th Nov.—London 4th October, and Singapore 18th Nov. General.—P. & O. S. N. Co.
WOOSUNG, British steamer, 1,109, Harris, 25th Nov.—Canton 25th November, General.—Butterfield & Swire.
CLEARANCES AT THE HARBOUR OFFICE.
Taipei, German steamer, for Haiphong.
Chang Hock Kian, British str., for Amoy.
Hatfield, British steamer, for Swatow.
Hatfield, German steamer, for Singapore.
Woolung, British steamer, for Cheloo.
Glenlyon, British steamer, for Shanghai.

DEPARTURES.
November 25, *Doris*, German str., for Canton.
November 26, *Ancona*, British steamer, for Nagasaki, &c.
November 26, *Glenlyon*, British steamer, for Singapore.
November 26, *Nanyang*, British steamer, for Amoy.
November 26, *Peshawar*, British steamer, for Singapore, &c.
November 26, *Oanfa*, British steamer, for Singapore, &c.
November 26, *Zafra*, British str., for Amoy, &c.
November 26, *Hatfield*, German steamer, for Singapore.
November 26, *Pallanur*, British steamer, for Singapore, &c.
November 26, *Hatfield*, British str., for Swatow.
November 26, *Dora Foster*, German steamer, for Kutchinotia.
November 26, *Chang Hock Kian*, British str., for Amoy.

PASSENGERS—ARRIVED.
Per *Hombay*, str., from Singapore, &c.—117 Chinese.

DEPARTED.
Per *Chang Hock Kian*, str., for Amoy—330 Chinese.
Per *Hatfield*, str., for Swatow, &c.—4 Europeans and 200 Chinese.
Per *Hatfield*, str., for Singapore—12 Chinese.

Per *Peshawar*, str., from Hongkong for Singapore.—Mr. G. G. Uren, for Calcutta.—Mr. and Mrs. T. Anderson, for Bombay.—Messrs. M. H. Karam and H. S. Bradway, for Ismailia.—Mr. H. Norman, for Brindisi, Bishop of Exeter, Mrs. and Miss Bickerton, for London.—Colonel and Mrs. Storey, Mr. and Mrs. Stitt, from Shanghai for Venice.—Lieut. C. Rainer, for Brindisi.—Lieut. A. Paganini, Lieut. M. Origo, Messrs. C. Myrick, J. Ryan, A. J. Dexter, J. T. Evans, P. J. O'Dea, and W. Darlington, for London.—Messrs. H. Crawford and A. Belem.

REPORTS.
The British steamship *Bombay* reports that she left London on the 4th ultimo, and Singapore on the 18th instant. Had strong north-west winds to Maclefield Bank, and thence had strong north-east monsoon with very high sea.

Post Office.

A MAIL WILL CLOSE.
For Cheloo.—Per *Woolung* to-morrow, the 27th instant, at 9.30 A.M.
For Straits and Calcutta.—Per *Arratoon* to-morrow, the 27th instant, at 11.30 A.M.
For Swatow and Deli.—Per *Taipei* to-morrow, the 27th instant, at 11.30 A.M.
For Hilo.—Per *Vorwaris* to-morrow, the 27th instant, at 11.30 A.M.
For Spon and Bangkok.—Per *Chowfa* on Saturday, the 28th instant, at 9.30 A.M.
For Straits and Bombay.—Per *Glenlyon* on Tuesday, the 28th instant, at 11.30 A.M.
For Straits and Calcutta.—Per *Lightning* on Tuesday, the 28th instant, at 11.30 A.M.
For Europe, Australia, India, Java, Madras, and Mauritius.—Per *Natal* on Wednesday, the 28th instant, at 11.30 A.M.
For Shanghai, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Empress of India* on Tuesday, the 28th Dec., at 11.30 A.M.
For Yokohama, and San Francisco.—Per *Quantic* on Tuesday, the 28th Dec., at 11.30 A.M.

SHIPPING IN HONGKONG.

ARRATOON APCAR, British steamer, 1,302, J. G. Spence, 20th Nov.—Calcutta 1st Nov. Penang 9th, and Singapore 21st. Opium and General.—D. Sassoon, Sons & Co.
CHINA, German steamer, 1,140, P. Voss, 25th Nov.—Cheloo 19th Nov. General.—Melchers & Co.
CHOWFA, British steamer, 1,037, F. W. Phillips, 21st Nov.—Bangkok 9th Nov. General.—Yuen Fat Hong.

CLARA, German steamer, 675, H. Island, 21st Nov.—Halphong 18th Nov. Rice.—A. R. Martz.
EDMUND, British steamer, 1,565, R. Humphrey, 15th October.—Kutchinotia 9th October, Coal.—Mitsui Bussan Kaisha.
EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 16th Nov.—Vancouver 25th Oct. Yokohama 10th Nov., and Shanghai 15th, General.—Dodwell, Carill & Co.

FAME, British steamer, 117, Captain McIsaac.—Hongkong Government tender.

GENERAL WERDER, German steamer, 1,810, B. Black, 19th Nov.—Yokohama 10th Nov. Mail and General.—Melchers & Co.

GWALIOR, British steamer, 1,602, J. F. Jephson, 23rd Nov.—Yokohama 14th Nov. Mail and General.—P. & O. S. N. Co.

HAILOONG, British steamer, 783, J. Roach, 25th Nov.—Tamsui 21st Nov. Amoy 23rd, and Swatow 24th, General.—Douglas, Laprak & Co.

HATTAN, British steamer, 1,183, S. Ashton, 24th Nov.—Fochow 20th Nov. Amoy 22nd, and Swatow 23rd, General.—D. Laprak & Co.

INCORP, German steamer, 826, E. Piper, 25th Nov.—Singapore 16th November. Sugar.—Wielor & Co.

LIGHTNING, British steamer, 1,124, G. B. Pallett, and Nov.—Calcutta 16th Oct. Penang 24th, and Singapore 27th. Opium and General.—D. Sassoon, Sons & Co.

LOO SOK, British steamer, 1,020, A. Benson, 24th Nov.—Bangkok 14th November. Rice and General.—Yuen Fat Hong.

NAMOA, British steamer, 803, Goddard, 10th Nov.—Fochow 5th Nov. Amoy 6th, and Swatow 9th, General.—Douglas, Laprak & Co.

PAKEMAN, British steamer, 835, J. Jenkins, 10th Nov.—Newchwang 13th Nov. Beans and General.—Hop Hing Hong.

PILOT FINE, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

TAI-CHONG, German steamer, 828, P. Dahme, 24th Nov.—Singapore 15th Nov. Timber.—Meyer & Co.

TAI-YUAN, British steamer, 1,459, R. Nelson, 10th Nov.—Fochow, and Swatow 18th Nov. General.—Butterfield & Swire.

TALLES, German steamer, 801, J. Calender, 25th Nov.—Canton 22nd Nov. General.—Meyer & Co.

TAMARIND, Norwegian steamer, 885, L. Carberg, 21st Nov.—Canton 21st Nov. General.—Wielor & Co.

TRITOS, German steamer, 1,342, F. Hegler, 18th Nov.—Samarang 7th Nov. Sugar.—Geo. R. Stevens & Co.

VORWARTS, German steamer, 612, L. L. Möller, 21st Nov.—Hilo 17th Nov. Sapanwood.—Wielor & Co.

SAILED VESSELS.
ADAM W. SPIES, American bark, 1,171, Acting Captain chief officer, 22nd Nov.—New York 4th June. Oil.—Order.

ABON, Norwegian bark, 634, A. Christensen, 22nd Nov.—Singapore 18th Oct. Timber.—Kwong Mow Yee.

B. F. HUNT, American bark, 1,100, John Hanard, 24th Nov.—New York 30th May, Kerosene Oil.—Order.

COKE, German ship, 1,083, Koppner, 21st Nov.—Cardiff 9th June. Coal.—Order.

ERLORNING, Chinese bark, 457, Opium Examination hulk, Stonecutters Island.—Chinese Customs.

GEORGINA, American bark, 435, Kärjén, 13th Nov.—Newchwang 5th November. Beans.—Order.

IMACON, Norwegian bark, 577, L. Olsen, 15th Nov.—Singapore 25th Sept. Timber.—Kwong Mow Yee.

LOTHIAN, Italian ship, 793, A. Shalaps, 25th Oct.—Canton 13th August. Ballast.—Gonsalves & Co.

NAV-SHUN-SHING, Chinese s.s. schooner, 245, Loo Light Tong, 25th Sept.—Touzon 8th Sept. Wood.—Yong Kee.

NIPOVA, British bark, 594, T. Norris, 23rd Nov.—Bangkok 4th October, General.—Hong Lee.

SACHIN, American ship, 1,312, J. C. Barlett, 14th November.—New York 17th June, Petroleum.—Jardine, Matheson & Co.

TRINITY, German bark, 390, W. Möller, 22nd Nov.—Canton 21st November, General.—Wielor & Co.

WM. LE LACHUR, British bark, W. Reynell, 20th Nov.—put back, Ballast.—Order.

CHINA COAST METEOROLOGICAL REGISTER.
25th November, 1891.—At 4 p.m.

26th November, 1891.—At 10 a.m.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Phra Chom Klao	Bangkok	Nov. 26th	Yuen Fat Hong.
Chelydra	Calcutta	Nov. 26th	Jardine, Matheson & Co.
Biagna	Bombay	Nov. 27th	Carlowitz & Co.
Pressen	Bremen	Nov. 27th	Melchers & Co.
Glengyle	London	Nov. 28th	Jardine, Matheson & Co.
Oceanic	San Francisco	Dec. 1st	O. & C. S. S. Co.
Jason	Singapore	Dec. 2nd	Butterfield & Swire.
Empress of Japan	Vancouver	Dec. 11th	Dodwell, Carill & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
Marseilles, via Saigon, &c.	Natal	Messageries Maritimes.	Dec. 2nd, at noon.
Bremen and Ports of Call.	Preussen	Melchers & Co.	Dec. 10th, at 3 p.m.
Havre, London, &c.	Flintshire	Dodwell, Carill & Co.	December 1st.
New York, via Suez Canal.	Collingham	O. & C. S. S. Co.	About Dec. 10th.
San Francisco, via Ythama	Oceanic	Dodwell, Carill & Co.	Dec. 8th, at 1 p.m.
Vancouver, B.C., via S. &c.	City of Rio de Janeiro	Dodwell, Carill & Co.	Dec. 8th, at noon.
Calcutta, via Straits, &c.	Empress of India	Gibb, Livingston & Co.	Dec. 3rd, at 4 p.m.
Singapore, via Straits, &c.	Menaul	D. Sassoon, Sons & Co.	To-morrow, at noon.
Singapore, via Straits, &c.	Lightning	D. Sassoon, Sons & Co.	Dec. 1st, at noon.
Singapore, via Straits, &c.	Biagna	Carlowitz & Co.	Dec. 5th, at noon.
Singapore, via Straits, &c.	General Werder	P. & O. S. N. Co.	About Nov. 28th.
Nagasaki, Kobe, &c.	Monmouthshire	Dodwell, Carill & Co.	About Dec. 5th.
Kobe (direct)	Edendale	Dodwell, Carill & Co.	Nov. 28th, daylight.

Intimations.

THE CRITERION DINING SALOON AND BUFFET, 21 & 23, POTTINGER STREET.

THE only establishment in Hongkong where meals are served at all hours for FIFTY CENTS EACH PERSON. PRIVATE DINING ROOMS, replete with every convenience.

Arrangements for SPECIAL DINNERS, PIC-NICS, and LAUNCH PARTIES, with attendance provided, on most reasonable terms.

The services of an eminent French Chef have been secured, and the cuisine is unrivalled.

Proprietor and Manager—Mr. EDMUND FUCHS, late Lessee and Manager of "THE TEMPLE BAR," Bombay.

Hongkong, 7th November, 1891.

INTIMATION.

J. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,
and PROVISION MERCHANTS,
NAVY CONTRACTORS, &
GENERAL COMMISSION AGENTS,
No. 11, Praya Central,
(Opposite Pedder's Wharf).

SOLE AGENTS FOR
RAHTEN'S GENUINE COMPOSITION
FOR
THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

SPECIALY SELECTED,
EX. PRIME, PORK AND BEEF in Barrels.
Also
AMERICAN PRIME SUGAR-CURED
HAMS AND BACON.

CHR. MOTZ & Co., BORDEAUX CLARETS,
CEMENT from the celebrated Factory of Ham-moor.

FLensburg STOCK BEER,
ENGINEERS' AND BLACKSMITHS'
MACHINERY AND TOOLS.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.
ALL KINDS OF COALS
SUPPLIED AT THE SHORTEST NOTICE.

Des Coteaux and its finest old BRANDY
COGNAC, 4 Stars, selected expressly for
F. B. & Co., Sole Agents.

SOLE AGENTS

FOR CHINA AND JAPAN
FOR THE
**TULE LIFE PRESERVER
AND RAFT.**

Manufactured by the
LEUC TULE IMPROVEMENT
COMPANY,
SAN FRANCISCO, CAL.

Hongkong, 10th November, 1891.

NOTICE.

JAY'S SANITARY COMPOUND
COMPANY, LIMITED.
JAY'S WOOD PRESERVER OR
ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

St. ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:
"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 16th June, 1888.

G. FALCONER & CO.,
WATCH AND CHRONOMETER MANU-
FACTURERS AND JEWELLERS,
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS,
No. 4, Queen's Road Central.

To be Let.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

TO LET.

AT KOWLOON.

A FEW HOUSES IN KNOTSFORD TERRACE containing 3 Rooms each and Bath-rooms. Tennis Courts. Healthy situation. Cheap Rent.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 6th August, 1891. [1080]

TO LET.

BAHAR LODGE, THE PEAK.

R. B. LOT No. 59.

THIS desirable residence with Gas laid on to be Let Furnished or Unfurnished.

Apply to
HONGKONG LAND INVESTMENT AND AGENCY CO., Ltd.
Hongkong, 14th May, 1891. [710]

TO LET.

With Immediate Possession.

AT KOWLOON DOCK BAY.

A BUNGALOW with 5 Rooms, a large Tennis Court and Garden. Moderate Rent.

Apply to
B. A. ERANEE,
c/o Victoria Hotel,
Hongkong, 30th October, 1891. [1579]

TO LET.

ROOMS in Pedder's Street on First Floor, Suitable for offices.

Apply to
CRUICKSHANK & Co., Ltd.
Hongkong, 20th November, 1891. [1935]

Hotels.

THE SHAMBEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.
A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1891. [1182]

Intimations.

ONE BOX OF CLARKE'S B. & P. PILLS is warranted to cure all discharges from the Urinary Organs, in either sex (acquired or constitutional), Gravel and Pains in the Back. Guaranteed free from Mercury. Sold in Boxes, 4s. 6d. each, by all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [116]

A. S. WATSON & CO., LIMITED.
TO AERATED WATER MANUFACTURERS AND OTHERS.

NOTICE is hereby given that all AERATED WATER BOTTLES and SYPHONS bearing the Company's Name and Trade Mark are its property, and that any Manufacturer using the name or any Person or Persons other than the Customers of the Firm found in possession of the same will be proceeded against as the law directs.

A. H. MANCELL,
Secretary.
Hongkong, 18th August, 1891. [1122]

FIVE HUNDRED DOLLARS REWARD.
A REWARD of \$500 will be paid to any person supplying information that will lead to the discovery and identification of a Chinese girl named LI AFAT, who, in or about the month of September, 1888, was resident at St. Francis Street, Wanchai, in the house of JOHN MINHINNETT, an overseer in the Hongkong Public Works Department, under the protection of a Chinese kept woman named WONG AH NGAN.